

Chief, Requirements Branch, ORR

29 December 1959

THRU : Chief, Industrial Division, ORR
Chief, Aircraft Branch, D/I

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1959-1960 Schedule of Revisions for the [REDACTED]
Questionnaires for the East European Satellites - (Poland)

Part I

The Polish aircraft industry is composed chiefly of three airframe plants, one glider plant and an aviation institute for research and small scale production. In addition, there are several plants which produce components and accessories along with other non-aviation products. Even though the aircraft industry is relatively small, it is second only to Czechoslovakia among the European Satellites. In recent months, Poland has been engaged in the development of at least five and possibly more new Polish designed aircraft. These are: the TS-8 (in series production), the PZL-101 and PZL-102 (both reportedly soon to enter series production), the MD-12 (test flown, but uncertain whether or not scheduled for series production) and the TS-11 (reported to be scheduled for test flight early in 1960). There have been no recent reports concerning the continued development of the S-4 Kania or the M-2 aircraft. Currently the SM-1 (Soviet Mi-1) helicopter continues in production as does production of the Presco (MiG-17), though the latter is estimated to be declining.

The trend in Polish aircraft production appears to be away from military aircraft and toward light short range transport and/or trainer/utility types. This may be a result of CEMA (Council of Mutual Economic Assistance) agreements within the Soviet Bloc.

Reports (with pictures when possible) of observations of all aircraft at Polish aircraft plants, airfields and sport clubs are needed to substantiate or deny this apparent trend.

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